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FRI. 29 APR 1904

Rpt. 11b.

# Lloyd's Register of British & Foreign Shipping.

## SURVEYS FOR FREEBOARD.

PARTICULARS IN RESPECT OF STEAM SHIPS WITH TOP GALLANT FORECASTLES, HAVING LONG POOPS OR RAISED QUARTER DECKS CONNECTED WITH BRIDGE HOUSES, OR SHORT POOP AND BRIDGE HOUSE DISCONNECTED, OR BRIDGE HOUSE.						Port of Survey <u>Nail.</u>
						Date of Survey <u>28 April 1904</u>
						Name of Surveyor <u>E. J. Turner</u>
Ship's Name. <u>S/S "Marocco"</u>	Gross Tonnage. <u>3783</u>	Official Number. <u>113576</u>	Type of Ship. <u>Shaver</u>	Date of Build. <u>1900</u>	Particulars of Classification. <u>+100 A.I. Shaver</u>	
Number in Register Book <u>1129.</u>						
Registered Length <u>340</u> Breadth <u>47.2</u> Depth <u>27.3</u>			Moulded Depth as measured <u>29' 10"</u>			
Length on Loadline ..... <u>340</u>						
Breadth ..... <u>47.2</u>						
Depth ..... <u>27.3</u>						
Tons and Dk. <u>3603.13</u> x 100						
Co-efficient of fineness ..... <u>82</u>			CORRECTION FOR LENGTH :—			
Any modification necessary [Para. 4 (a) to (e)] <u>Cell 5th.</u>			Length of Ship on load line ..... <u>340</u>			
Co-efficient as corrected ..... <u>80</u>			Length in Table ..... <u>358</u>			
			Difference* ..... <u>18</u>			
			Correction for 10ft., Table A. .... <u>1.5</u> Table C. <u>.8</u>			
			x Difference* divided by 10 ..... <u>-2 3/4</u> (if required.) <u>-1 1/2</u>			
			If 1/10ths length covered divide by 2 } for vessels coming under para. 11 }			
			CORRECTION FOR IRON DECK :—			
			Proportion covered, if less than 1/10ths length covered ..... <u>.497</u>			
			Thickness of usual wood deck, less stringer ..... <u>3 1/2</u>			
			<u>-1 3/4</u>			
			CORRECTION FOR ROUND OF BEAM :—			
			Round of Beam ..... <u>12</u>			
			Normal round ..... <u>11 1/2</u>			
			Difference ..... <u>1/2</u> ÷ 2 = <u>1/4</u>			
			Proportion of Deck uncovered (Para. 17) ..... ✓			
Sheer { Stem... <u>6' 6"</u> } <u>10 - 0 ÷ 2 = 60'</u> Mean at { Sternpost... <u>3' 6"</u> }						
Sheer at 1/2 of the length from { Stem <u>3' 4"</u> } = <u>33.25</u> Mean Sternpost <u>1' 11 1/2"</u> }						
Standard Sheer (Table, Para. 16) ..... <u>44</u> Correction						
Difference ..... <u>16</u> ÷ 4 = <u>-4</u>						
Rise in Sheer { At front of bridge house ..... from amidships { At after end of forecastle ..... [Para. 16 (e)] }						
ALLOWANCE FOR DECK ERECTIONS :—						
Freeboard, Table C ..... <u>5' 4"</u>						
Correction for Length, if required (Para. 12 and 13) ..... <u>-1 1/2</u>						
Freeboard by Table A, corrected for sheer, and for length, if required (Para. 12 and 13) ..... <u>7' 3"</u>						
Difference ..... <u>2' 0 1/2"</u>						
Percentage as below ..... <u>39.79%</u>						
Correction of R. Q. Dk. less than 4ft. high, or if engine and boiler openings not covered by bridge house						
* Allowance for Deck Erections						
Forecastle ..... Length. <u>31.0</u> Length allowed. <u>31'</u> Height. <u>8.0"</u>						
Bridge House ..... <u>107.0</u> <u>107</u> <u>7.10</u>						
Raised Q. Dk. ....						
Poop ..... <u>31.0</u> <u>31</u> <u>7.10</u>						
Total ..... <u>169</u> <u>340 = .497</u>						
Length of Ship ..... <u>340</u>						
Corresponding percentage { <u>39.79%</u>						
(Para. 11, 12, or 13)						
FREEBOARD recommended amidships from centre of Disc to top of Statutory Deck Line :—						
Fresh Water Line above centre of Disc						
Indian Summer Line " " "						
Winter Line below " " "						
Winter North Atlantic Line " " "						
29.404						
* Particulars should be stated on the back of this Form as to the character of the Erections, and whether closed in or not.			† State dimensions of freeing port area on the back of this form.			
			‡ Marked in accordance with Sec. 23, 76.			



ERASE WORDS WHICH DO NOT APPLY.

The Crew *are, are not*, berthed in the bridge house.

The arrangements to enable them to get backwards and forwards from their quarters *are, are not*, satisfactory.

Length of Bulwarks in well  $\times 2 \div$  = Sq. Ft.  
Freeing Ports

Ft. Tenths. Ft. Tenths. No. }  
x x  
x x } = Sq. Ft.

Total deficiency = Sq. Ft.

Total excess =

CHARACTER OF DECK ERECTIONS.

Do all the Frames extend to the top height in the Poop? *yes.*

Do. do. do. do. Raised Quarter Deck? *yes.*

Do. do. do. do. Bridge House? *yes.*

Do. do. do. do. Forecastle? *yes.*

To what height do the Reverse Frames extend? *Bulb Angle framing*

Has the Poop or Raised Quarter Deck an efficient Iron Bulkhead at its fore end? *yes and doorways closed completely by portable shutters*

State whether the Bridge House efficiently covers the Engine and Boiler Openings *yes.*

Has the Bridge House an efficient Iron Bulkhead at the fore end? *yes.*

Are efficient Doors fitted to the Passage Ways? *B Head from side to side*

Describe how and to what extent it is Stiffened, by angle Irons, Bulb Plates, or otherwise *as per Rule*

Has the Bridge House an efficient *Steel* Bulkhead at the after end? *yes.*

Are efficient Doors fitted to the Passage Ways? *yes, completely closed by portable shutters*

Are efficient Iron Doors fitted to the Passages of the Bridge House, or is it entered from above? *yes*

Has the Forecastle an efficient *Steel* Bulkhead at its after end? *yes opening closed by leak doors*

Are the Hatchways efficiently constructed? *yes.* State the height of the Coamings *N<sup>o</sup> 1 - 3' 7" N<sup>o</sup> 2 - 3' 6" N<sup>o</sup> 3 - 4' 0" N<sup>o</sup> 4 - 2' 6"*

Are the Hatches solid? *yes.* What is their thickness? *2 1/2"*

Are the exposed parts of the Engine and Boiler Casings efficiently constructed? *yes.*

State any special features in the construction of the Vessel *Spar Deck*

*a Bridge Deck House fitted right across top of bridge deck for officers accommodation*

*15' 6" in length*

*Vessel classed 100A.1 Spar Deck under present Rules, but scantling and construction are equivalent to 3 DK vessel by 1885 Rule.*

*wood deck omitted in N<sup>o</sup> 2 & 4 holds but compensated for by bulb angle framing and web frames*

*See Secretary letter (M) of 27<sup>th</sup> April 1904*

*E. J. Turner*

Owners *Thos Wilson Sons & Co. Ltd.*

Address *Hull.*

Fee £ : Received by me



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